AFFAIRS OF THE BAILWAYS

Lake Shore Agents Not Dismissed for Receiving Commissions on Tickets.

But for Disobeying Orders Concerning the Routing of Passengers-The Maple Leaf Wersted-Earnings of the Big Four.

John Newell and other officials of the Lake Shore road have announced that the ticket agents were not discharged for receiving commissions, but for disobeying orders, more especially an order issued several months ago as regards routing passengers; and he says before the agents were discharged they were forewarned of what was to come. Under the commission system it had been customary for agents to furnish the Western roads paying them commissions a monthly statement showing exactly the number of passengers given to each one, so as to keep a record of per-centages and likewise a knowledge of the position they occupy. President Newell's order said explicitly that, under penalty of losing their places, the Lake Shore agents must stop furnishing this information. Some of them did, others did not. Those that did not, and it seems there were thirty-two of them, are now suffering the consequences. It was not the Burlington that gave

them away. The agents allowed passengers to select their own routes, but con-tinued to send on the monthly statements. The fact very soon leaked out that one west-bound line was getting away with something like 65 per cent. of all the passenger traffic coming into Chicago over the Lake Shore road. Naturally that raised a howl from the others, and they flooded President Newell's office with complaints. Mr. Newell inquired of them how and where they got their information. They told him. Then he commenced discharging the boys. The general passenger agents ing the boys. The general passenger agents of a number of leading roads have notified General Passenger Agent Eustis, of the Chicago, Burlington & Quincy, that the "Q" will not be allowed to suffer in its onsiness through any threats of the discharged agents.

Decided Against the Maple-Leaf. The Western Passenger Association met at Chicago yesterday. Much of the time of the session was consumed in a discussion of the Chicago, Milwaukee & St. Paul's appeal from Chairman Fixtey's decision in relation to the dispute between that company and the Chicago, St. Paul & Kansas City over excursion rates in Iowa last April. The dispute arose over the Milwaukee & St. Pa il competing for business to which the Maple-leaf thought it had no claim. The chairman allowed the St. Paul to meet the Mapleleaf's rates, but afterward changed his mind and ruled that the St. Paul had no right to apply short-line rates on excursion business when it did not do so on regular. By changing his opin-ion on this subject Chairman Finley got himself into hot water. The Maple-leaf put in a claim for about \$2,500 damages for loss of revenue occasioned by the chairman's first ruling, while the St. Paul appealed from his second decision. It was on this appeal that the case came before the association yesterday. When the question came to a vote it was found that the appeal was sustained and the Maple-leaf had sustained a black eye. The subject of a rate bufeau and the status of rate sheets compiled in association ter-ritory was postponed until the next meeting.

Big Four Quarterly Statement. Below is given the official statement of earnings of the Big Four in the month of September and the arst quarter of its fiscal year:

1891. 1890. Changes. Gross earnings...\$1,227,402 \$1,180,783 Inc., \$46,619 Op. expenses.... 814,915 791,014 Inc., 23,901 Net carnings.. \$412,497 \$389,769 Inc., \$22,718 All charges..... 217,794 220,412 Dec., 2,618

Surplus...... \$194,693 \$169,357 Inc., \$25,336

For the quarter ending Sept. 30: Gross earnings...\$3,654,253 \$3,347,424 Inc., \$306,829 Op. expenses.... 2,511,896 2,286,295 Inc., 225,601 Net earnings..\$1,142,357 \$1,061,129 Inc., \$51,228 All charges..... 640,251 645,616 Dec., 5,365

Surplus...... \$502,106 \$4:5,513 Inc., \$80,593 Handsome Earnings.

The Lake Erie & Western is the first road to report its earnings for October, and makes an exhibit but few roads can excel. The earnings for the fourth week of the month were \$102,817.83; increase over the corresponding week of 1890, \$17,991.16. The earnings for the month of October were \$304,692.39; increase over October, 1890, \$28,528.56. The earnings of last month were the largest of any month since the road

Personal, Local and General Notes. George T. Jarvis, the newly-appointed assistant general superintendent of the Lake Erie & Western road, has taken hold in his usual business-like method of doing things.

The Lake Erie & Western yesterday brought in a large party of Quakers en route for Reanoke, Va. Here the L. E. & W. turned them over to the Cincinnati, Hamilton & Dayton. The gross earnings of eighty-two of the leading

roads of the country for the third week of October were \$9,275,021, an increase over the corresponding week of 1890, \$871,512. Orders have been issued by the proper officials of the Baltimore & Ohio road that all shops on the system resume work on full time. For some

weeks they have been running only on half time. After a careful inspection of the property, E. T. Jeffery, the new president of the Denver & Rio-Grande road, is enthusiastic over the outlook if the road is operated on strictly business

Florida tourist tickets have been placed on sale. The round-trip rate to Jacksonville is \$38. which is \$1.25 below the rate of 1890. The usual propertions are observed on tickets to other A. S. Catherwood, passenger conductor on the Louisville, New Albany & Chicago between In-

dianapolis and Chicago, who has been off duty for several weeks on account of illness in his family and his own sickness, will resume his run

General Passenger Agents Martin, of the Big Four, McCormick, of the C., H. & D., and Mc-Carty, of the Baltimore & Ohio Southwestern, ed through the city last evening en route to hicago, to attend the meetings to be held there to-day and to-morrow. The official statement of John Ferguson, general baggage master at the Union Station, shows

that in the month of October there were handled at the Union Station 41,453 pieces of baggage, of which number 21,453 were checked out, an increase over October, 1890, of 4,506 pieces. There is some danger of the railroads being short of coal for their locomotives if the traffic continues and the production of coal in the Indiana and Onio mines is not increased, the outlook for which is unfavorable. Two Indianapolis roads are now borrowing coal from friendly connections.

The grain movements over the lines of the Baltions was never before as heavy, and for some time to come the present state of affairs is likely to exist, as in two days last week charters were made for the export of 2,500,000 bushels of grain to Europe in Baltimore.

It is stated officially that the passenger earnings of the Peoria & Eastern road for October were the largest in any month in the last eighteen, really coming up to the old-time (Ohio, Indiana & Western) figures. Comparisons with last year would be of no avail, as the Eastern di vision was hardly paying the cost of running the

General Superintendent Peck and the Big Four division superintendents returned last night from Cincinnati. The winter time-table will go into effect on Nov. 15. Carrying out President Ingalls's suggestion, the running time of some of the fastest trains, both east and west and north and south, will be lengthened a

But few railway superintendents have so much to contend with as Superintendent Mansfield, of the Indianapolis & Vincennes road. When he gets matters well arranged for plenty of cars to haul all the coal which the operators can mine, the miners strike, and when they are willing to work it is almost impossible to get the

An impression prevails that some of the carservice associations are disposed to push the demurrage charges too far. When it is proposed to collect demurrage on private cars standing on he tracks of the owner of the cars, it is thought to be straining a point. Such a proposition was made at the meeting of the National Car-service Association last week. Western associations op-

Samuel B. Knight, general freight agent, and Milton Knight, freight agent and traffic manager, of the Wabash Railroad Company, were graigned in the United States District Court before Judge Thayer, at St. Louis, yesterday. Their appearance was in answer to an indictment charging them with violating the interstate-commerce law. They pleaded guilty and gave and in \$10,000 each.

The lines in interest have decided to abolish labor rates between Chicago and Southern points, taking effect Nov. 15. The conference at which this course was decided on was held for the purpose of devising means whereby the threatened demoralization of passenger rates to Boather territory should be arrested. It was entirely successful, the result being that the \$9 colds and head rate of the Illinois Central and the Eastern Illi-

nois to Memphis, as well as all other labor rates to the South, will be discontinued on the date

General Passenger Agent Baldwin, of the Cincinnati, Wabash & Michigan, was in the city yesterday. He states that the passenger earnings of the C., W. & M. the first ten months of this year have been, with the exception of one month, handsomely in excess of 1890, and at the close of the year the exhibit of the passenger department will be such as neither the general passenger agent nor ticket agents on the line need be ashamed of.

John Egan, superintendent of the dining-car and cafe service on the Big Four lines, states that in the month of October this service on the entire system came within \$65 of paying expenses. In September it fell \$127 short of paying expenses. What this means will be better understood when the fact is stated that during the first few months the service was placed on the system the receipts fell from \$1,000 to \$1,700 short of paying the expenses. What may seem singular the cafe cars have for months been profitable.

Jacob Lawrence, the car inspector killed on Thursday last, on the Philadelphia & Reading road, owned real estate on the day of his death valued at \$300,000. He was crushed to death when oiling a car at Gordon. For twenty years he did this work on the Delaware & Hudson Canal road, then quit for two years, being at the time worth \$40,000. This large sum of money was made afterwards through fortunate investments in real estate. In 1885 he entered the service of the company on whose road he was killed.

Charles O. Scull, general passenger agent of the Baltimore & Ohio road, on Nov. 1 began his twenty-second year in railroad service. His early education was on the Panhandle lines, en-tering the service of the Fittsburg, Cincinnati & St. Louis as clerk in the general ticket-office. His promotion was from the beginning rapid, and almost from the first day of his service he was recognized as a man destined to rise. Passing from one position to another, by 1882 he had become chief assistant general passenger agent of the Pennsylvania Company, holding the posi-tion until 1886. On March 1, 1887, the Belti-more & Ohio got Mr. Scall into its service, appointing him assistant general passenger agent to Charles King Lord, and when Mr. Lord was named vice-president he received his present title. Mr. Scull has a host of friends and a winning personality.

A mystery still surrounds the suddenness with which Col. Bennett Young was called to Chicago two weeks ago, just as the Kentucky & Indiana bridge deal was to be closed. Since that time, one day the New Albany papers have it that the Mackey syndicate has full control, the next day an article is published, like the following, which appears in the New Albany Ledger of Monday, which casts a doubt over the matter. The Ledger says: "It will require two weeks to perfect the arrangement for the distribution of the stock of the K. & I. Bridge Company, so as to give President Mackay the 51 per cent. of the stock stipulated him in the deal for the bridge. There are some constitutional questions in the way of an increase of the stock under the law of Kentucky, and the matter has been placed in hands of President Mackey and the directors of the bridge by the stockholders. It may be necessary to remove the offices of the bridge company to New Albany before the proposed increase in the stock of the company can be issued. Until this matter is settled the Air Line will not send all its trains over the K. & I.

Painters' Union on Mack and Pressler. The Painters' Union last night adopted a resolution reciting that Mack & Presier, contractors, are attempting to secure work on representation that they employ none but union men, and that, on the contrary, they employ expelled members of the union. It was resolved that no member will be permitted to work for this firm until these objectionable employes are discharged. The resolution was ordered reported to the Central Lebour Union was ordered reported to the Central Lebour Union was ordered. tral Labor Union.

An Old Fireman Falls to Turn Up. Porter Dinnin, a Democratic fireman at No. 6 engine-house, failed to report for duty yesterday, and Chief Webster has ordered his captain to suspend him for neglect of duty. There were rumors Monday that he had left the city, but they could not be verified. He was seen by a brother fireman yesterday. It is said he is deeply in debt, and is unable to face the matter

Asked an Opinion of Smith. The question as to the appointment by the County Commissioners of W. G. Gordon as justice of the peace of Wayne township has been referred for an opinion to Attorney-general Smith. The issue includes the right to appoint more than two courts of this jurisdiction in an incorporated town. An opinion was promised as soon as the Attorney general disposes of several questions of importance now before him.

WERE FINALLY MARRIED.

Richmond Young Man Elopes with His Jennings County Sweetheart and Is Married.

Special to the Indianapolis Journal. NEW ALBANY, Ind., Nov. 3 .- A romantio elopement, which was attended by more than usual difficulties, resulted to-day in the marriage of Joseph Murphy and Miss May Haymaker. The couple arrived in New Albany by the noon train and registered at the hotel as Frank Wilson and Mand Wilkenson, of Wichita, Kan. Procuring a marriage license they repaired to the rectory of Holy Trinity Catholic Church to have the ceremony performed, but there they were met with a refusal on the part of the priest, the prospective groom having been divorced from a former wife, and, according to the rules of the Catholic Church,

could not be married in that faith. For two hours the wires between here and Indianapolis were kept busy with messages to Bishop Chatard requesting a special dispensation. This afternoon the required dispensation was obtained and the couple were married. From the groom it was learned that the couple was pursued from the bride's home in Jennings county by the father and brother of the bride, who were determined to prevent the wedding. The bride is the daughter of one of the wealthiest citizens of Jennings county, and the groom hails from Richmond. The couple left for the

latter city on this evening's train, fearing to go to Vernon to face the irate father of

INDIANA HISTORY.

The Great and Useful Work in Which Hon. W. H. English Is Engaged. Vincennes Commercial.

Hon. William H. English, one of the most distinguished citizens of Indiana, and late Democratic candidate for vice-President of the United States, is in the city. He is engaged in preparing a great work on the history of Indiana, and has come to our city to collect material for the same. To a Commercial representative he stated that he had already devoted much time and great labor to the work. Two volumes are nearly completed and will soon be pubhahed. His work is not so much a history of Indiana in the ordinary sense of the words, as it is to be a collection of all the materials out of which the future historian

is to construct the history of our State. It is to be an encyclopedia of the antiquities and origins of Indiana history. Mr. English has chosen the most laborious, but the most useful, department that can fall to the historical investigator. This is the work that has been done for early American history by Prof. Winsor, of Harvard, for the States of the Pacific coast by Howe Bancroft and for Kentucky by Mr.

We think that these gigantic and useful works of scholarship will find an equal in the book of Mr. English. His age and great personal knowledge of Indiana affairs, his position in life and the judicial scholarship and ardent taste for historical inquiry which Mr. English possesses all qualify him in a pre-eminent degree to undertake

this great work. It is a mean man, a mean family and a mean nation that are not proud of their history. The great peoples of the world are the ones which have received most inspiration from history, and among whom the book of history has been most often read. Few among the American common wealths have a more splendid history than Indiana. There is much that is broadly important, much that we can well afford to contemplate with pride. A good history of Indiana has yet to come into existence. Let us hope that the labor of Mr. English will enable the want to be well supplied. The early history of Indiana centers around Vincennes. Many of the original sources of information are to be found here in the traditions of our people, in the annals of our old families and the records of our

churches and courts. There is no peanut politics in this work. Let all our people assist Mr. English in bringing these matters to light. Any information of historical importance will be gladly received by him. All who have the sympathies of the scholar and the instincts of the patriot will co-operate in this work.

Syrup of Figs. Produced from the laxative and nutritions juice of California figs, combined with the medicinal virtues of plants known to be most beneficial to the human system, acts ently on the kidneys, liver and bowels, electually cleasing the system, dispelling to ds and headaches and curing habitual

TO TAKE IN THE SUBURBS

Feeling in the Council that All the Contiguous Towns Should Come In.

The Controller Again Threatens to Resign-How Jenney Tried to Get His Franchise -Liquor Legislation Questions.

There was considerable talk among members of the Council, yesterday, over the ordinance introduced in the Conneil Monday night by Councilman Myers to annex North Indianapolis, which will likely result in the formulation of a general annexation scheme. It is now proposed by some, and the scheme finds much favor from interested parties, to bring into the city along with North Indianapolis, West Indianapolis, Haughville, Brightwood, Woodruff Place, and all the other suburbs. All of the suburbs which have corporate governments would, however, have to come in under a separate act, as North Indianapolis has no town government. The people in the latter sub-urb are almost a unit in favor of being annexed to the city, and Councilman Myers has in his possession a petition to that effect signed by over four hundred citizens. The only opposition to annexation comes from the Schmidt and Aurora brewery syndicates, both of which maintain beer gardens in North Indianapolis.

A year or so age, when the question of annexing West Indianapolis was up, the scheme was opposed by a number of "small-fry" politicians. It is thought that the solid citizens, however, are in the main in avor of annexation. Opposition on the ould not now be a factor, as formerly, as e charter gives the city the right to bring them in. If this annexation scheme prevails the population of Indianapolis would be in the neighborhood of 140,000.

Woollen Again Talks of Resigning. The major Democratic organ says that Controller Woollen had a conference with the Mayor. yesterday morning, and in very emphatic tones complained about the insufficient clerical help in his department; that the conference with the layor was the result "of the action of the Coun cil in refusing to allow him another clerk at \$1,-000 a year." It then goes on to say:

"Mr. Woollen had intended to make some changes in his office, or rather shift his help around some. His plan was to make Sam Per-rott book-keeper and Comrade Tarkington deputy controller and counter clerk. The new man appaving and street-sweeping-assessment depart-

If Mr. Woollen and his deputies are much overworked, as the major organ would have people believe, it is not very apparent to those who frequent the basement of the court-house. Of course, when the controller is paying off the police or fire department, Sam Perrott is kept pretty busy from 8 a. m. until 5 p. m., with one and one-half hour deducted for dinner, but at other times he finds ample opportunity to visit the other departments and speculate volubly on the political outlook. As for "Comrade" Tarkington, he is about as much overworked as "Mr. Micawber" used to be. All told, he puts in about four hours a day on street-improvement assessment rolls and varies the nonotony by indulging in pleasant repartee with every one who chances to pass through his room. As regards the action of the Council in "refusing to give Mr. Woollen another clerk at \$1,000 a year," it did nothing of the kind. When it was found that the resolution asking for another clerk was irregular it was referred to the ways and means committee. The following also appears in the major Democratic organ:
"After Mr. Woollen had had his talk with the Mayor he said to a News reporter: 'I do not pro-pose to be responsible for an office in which suf-ficient help will not be given to do the work. how many clerks he should have, he is not competent to hold the office. Under the circum-

stances, I feel very indifferent as to what takes Since Mr. Woollen spoke as above quoted after he had held his conference with Mayor Sullivan, it is fair to suppose that he was not very successfu in his demand for more clerical help. As a mat-ter of fact, the other members of the administra-tion, from the highest to the lowest, would not go into mourning if Mr. Woollen should resign.

That Jenney Franchise. There was considerable talk, yesterday, about the Jenney Motor Company contract drawn up by the Board of Public Works, and referred to the light committee by the Council, Monday

"Why, I knew that was a franchise all the time," said a councilman, to a Journal reporter, yesterday. "Charley Jenney, the head of the concern, has often talked to me about his plans, and it is evident that he was working a shrewd scheme to get a valuable franchise through the Council. Of course, it was an easy matter to get such a contract from the Board of Public Works. Jenney manufactures electric-light motors, and he has told me many a time that if he could get a contract through that would give him the privilege of erecting poles and wires, he could furnish light, heat and power to every manufactory in the city at a far less cost than they are paying. He has always said that all he wanted was for the city to give him a foothold and he would do the rest. Yes, you bet, he's a pretty smooth cit-izen. All that bothers me is how the Board of Publie Works came to draw up such a contract which gave away a franchise without any consider-Anyhow, that is the charitable way in which to look at it."

Police Administration Notes. The new black winter helmets ordered of Dalton, for the new patrolmen, have arrived. The contract for ninety beaver cloth overcoats for the police force was let yesterday to Pettibone & Co., of Cincinnati, at \$21 each. The sale of tickets to the police ball is meeting with success. It is expected that 3,500 ticket will be disposed of. The balance of the proceeds, after paying for the overcoats, will be used as a basis for the relief fund to be provided for under

An ordinance is in course of preparation, to be submitted to the Common Council, with a view to regulating the pawn-brokerage business of the city. The Chicago ordinance is used as a model. It requires a description of every article purchased to be taken at the time in a book, and a copy of each day's sales to be delivered to the superintendent of police at noon. It is forbidden to buy of minors. The police telephone exchange will to-day be removed to the place provided for it up stairs. The improvements ordered are nearly com-

Brewers' One-Thousand-Dollar License. ere was only one thing that prevented the ord, ance imposing a license of \$1,000 on all breweries doing business in this city being called up in the Council Monday night. There were not enough votes of the right complexion there to pass it. Statesman Simeon Coy is the most active councilmanic exponent of this measure. The other exponent of it is the brewery syndicate. Mr. Albert Lieber was present Monday night, but Sim soon conveyed the same intelligence to him that he did to a Journal reporter. "Going to call up the brewery ordinance?" the latter inquired.

"Naw," said Sim. "Ain't enough votes here. One of the promises made by the Sullivan ad-ministration to the brewery syndicate, upon the strength of which a large campaign contribution was gotten, was that this license ordinance should be passed. The syndicate is now demanding its recompense and the administration does not seem able to deliver the goods.

Ministers Interview the Mayor. It seems that the "Terre Haute" saloon or dinance is destined to have many trials and tribulations before it becomes a law, if it ever does. For some time Rev. R. V. Hunter and Rev. M. L. Haines have been interesting themselves in this little bit of legislation, but so far their efforts have not been fruitful of any great degree of success. Yesterday afternoon these two gentlemen were seen comconferred with the Mayor in an effort to get him to agree to approve the passsage of the ordinance. They were not successful. Next an effort was made to enlist the cooperation of the editors of the two Democratic papers, but Dame Fortune was not more kind than in the other case. The triumvirate is not opposing liquor interests while the present

Drug Contract. The Indiana Drug Company was yesterday awarded the contract of furnishing drugs to the City D spensary for the month of November at \$102.17. There were three bidders.

Frenzel and Gauss Dodge the Question. The Council committee, of which Mr. Myers is chairman, appointed to confer with President Frenzel in regard to lower fares was to have met him at 9 o'clock resterday morning, but the conference didn't materialize. Early in the morning Mr. Gauss, a member of the committee, notified Councilman Myers that he couldn't attend. but that was not what prevented the meeting being held. Mr. Myers telephoned to Presiden Frenzel several differer t times, but he was not to

be found. He evidently had forgotten the ap-pointment. It will be remembered that some time ago the committee had an appointment with Mr. Frenzel, and that time, as well, he was not to be found.

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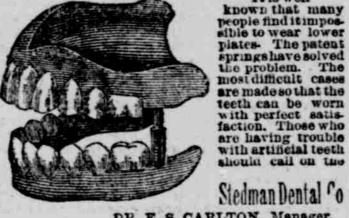
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